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SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCYREPORT NO.

25X1A

INFORMATION REPORT

CD NO.

COUNTRY USSR (Leningrad Oblast)

DATE DISTR. 18 March 1952

SUBJECT Ordzhonikidze Shipyard No. 189 in Leningrad

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(LISTED BELOW)

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DATE OF
INFO.SUPPLEMENT TO
REPORT NO.

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1. The Ordzhonikidze Shipyard No 189, formerly called the Baltic Shipyard, was located in Leningrad (59°55'N/30°15'E) on the southern spit of Vasilievski Island on the right bank of the Neva River mouth. The length of the shipyard in the north-south direction was about 1,200 meters, and the width was about 950 meters. The area covers about 562,500 (sic) square meters, of which approximately one fifth of its surface was built-on. The personnel was estimated at about 30,000 persons, of which about 40 percent were women.
2. In 1945, the battleship Sovietski Soyuz, the construction of which was started prior to the war, was still under construction. During the war part of her armor was removed to be used as deck protection on other ships. Beginning 1946, the entire stern, a considerable part of her bow, and part of her midship were broken up. Beginning 1949, the ship was rebuilt except for her stern. (1)
3. Cruiser Chapayev, whose construction was started in 1940, was finished in 1949. She is fitted with 12 x 100-mm guns mounted in four turrets, 12 x 102-mm AA guns in six turrets, and two sets of twin torpedo tubes. A radar controlled firing apparatus was installed during an overhauling period from August to October 1949. (2) Another cruiser, launched in the fall of 1947, has been in the outfitting stage since the fall of 1949. (3)
4. A former German ship lay at the shipyard and was used as an accommodation hulk after most of her fittings were removed. (4) Only a few small vessels were built in the shipyard. Three or four such craft were stated to be on the small slip west of the old shipbuilding shop. It could not be determined whether submarines were built or component parts of submarines were made in the shipyard. (5)

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5. Four building slips were available for the construction of ships. On Slip A, which was about 350 meters long and had a usable width of about 40 meters, was the battleship. On the western slip which was about 200 meters long, a cruiser was under construction until 1947. The eastern slip was of about the same size. The two slips have been modernized and improved since 1947 and 1948. West of the old shipbuilding shop were slips for small vessels. (5) The outfitting quay was equipped with a traveling hammerhead crane and was enlarged in 1949.

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Comments.

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- (1) These statements were confirmed by [redacted] Other reports state that in July 1950 the hull of the ship was launched without the stern under the name of Strana Sovietov.

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- (2) These statements are confirmed by [redacted] According to another report the ship seemed to have had a stabilized platform for launching AA rockets.
(3) Probably two cruisers of the improved Kirov Class have been launched between 1945 and the end of 1947.

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- (4) This statement is confirmed by [redacted] The ship is presumably the former German pocket battle ship Luetzow, formerly the Deutschland.

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- (5) These statements are confirmed by [redacted] 25X1C
(6) The statements on Slip A are confirmed by [redacted] Work on the west and east slips has been confirmed by nine PWs.

Annexes:

1. Location of Ordzhonikidze Shipyard No. 189 with Legend
2. Location of Ordzhonikidze Shipyard No. 189 with Legend
3. Slips of the Ordzhonikidze Shipyard with Legend.
4. Section of the Ordzhonikidze Shipyard with Legend
5. Tsckh #3 - New Shipbuilding Shop - with Legend

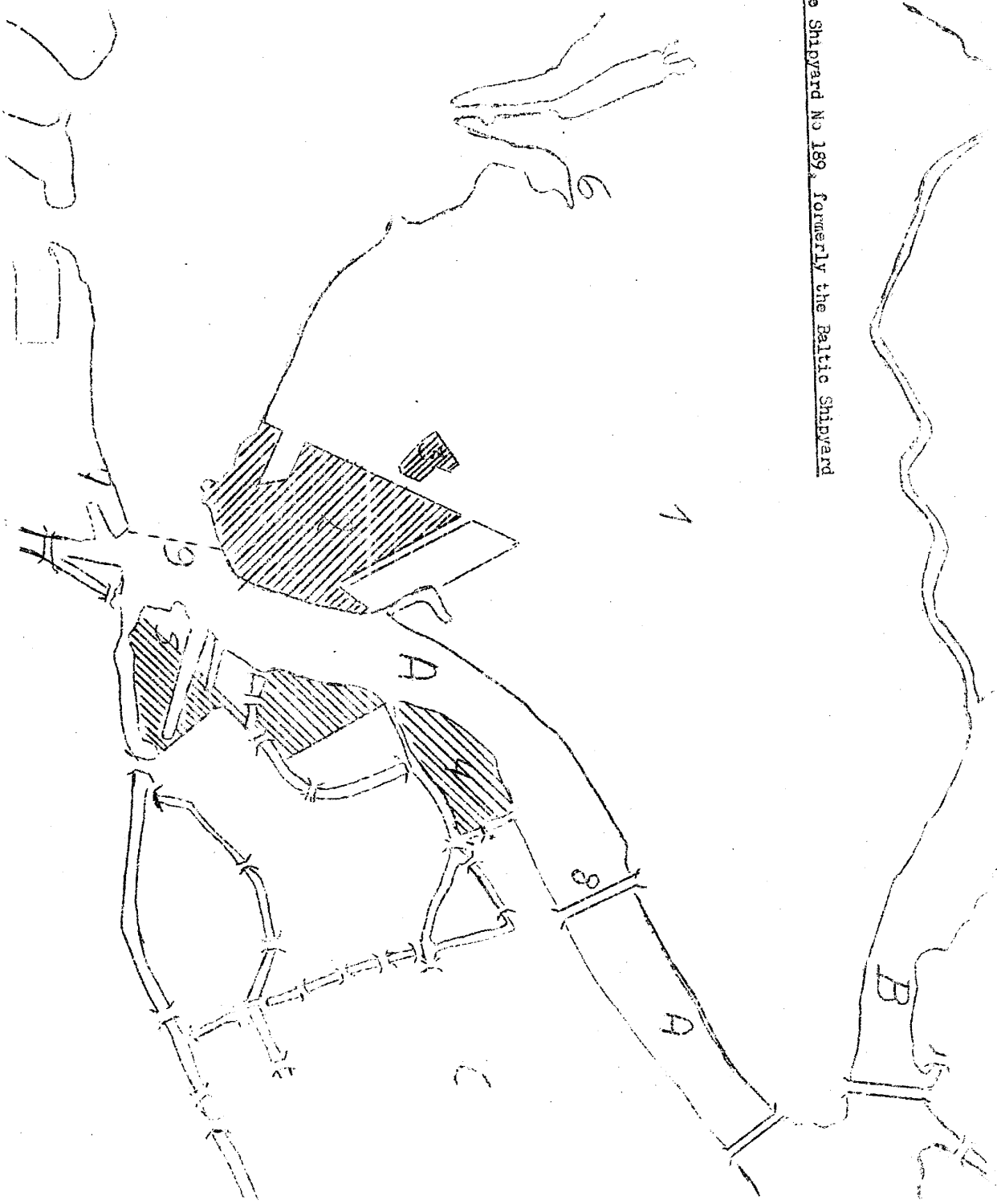
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Attachment 1
Page 1

Ordzhonikidze Shipyard No 189, formerly the Baltic Shipyard



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Page 2

Legend to Attachment

Legend:

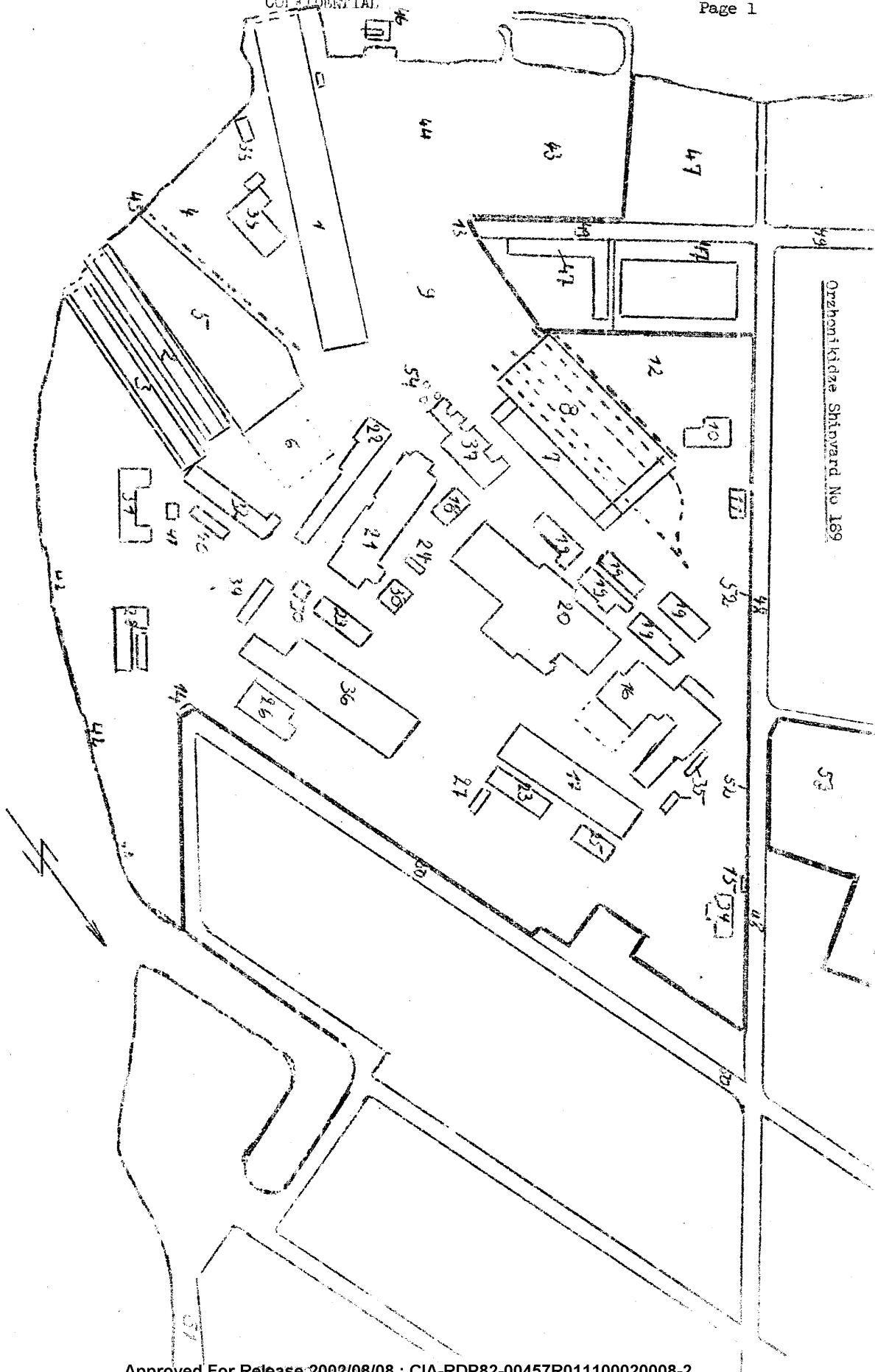
1. Vasilievski Island.
2. Ordzhonokidze Shipyard No 189.
3. Storage Place.
4. Sudomekh Shipyard No 196.
5. Marti Shipyard No 194.
6. Galley Harbor.
7. Customs Pier.
8. Lieutenant Shmidt's Bridge.
9. Railroad ferry from Customs Pier to the Baltic Shipyard.
- A. Large Neva River.
- B. Small Neva River.
- C. City of Leningrad.

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Attachment 2
Page 1



Legend:

1. Slip A; length about 350 meters, usable width about 40 meters, slip floor about two thirds above the mean water level; bath rooms are underneath. On the water front the slip is shut off by a jetty-like earth bank which will be replaced by dock gate. In the corner between the bank of the Neva River and the western side of the slip, a pump house will be erected. In late 1949 the required excavations were made. On each side of the slip, three traveling hammerhead cranes, 30 meters high, extend out about 18 meters. Between August 1948 and December 1949, three slips with appropriate ways were erected on the lower section of the slip. A battleship was under construction on Slip A since 1939 and was said to have been launched in July 1950.
2. A new cruiser was lying on the western slip until the fall of 1947. The slip was later modernized and enlarged. Its floor was reinforced and its slope was increased, the launching ways were renewed and new compressed-air and cable ducts were installed. Prior to the completion of these operations a new keel was laid, and iron scaffold supports were erected. Erection of plain frames and early stages of work on the skin plating were observed. See Annex III.
3. The East Slip is about the same size as the West Slip. Its outer end lies about 5 meters below the water level and is shut off by a sheet piling. On the northern end, a shipyard road passes under the slip. On completion, in December 1949, preparations for laying a new keel were made.
4. Small-ship slip, about 120 meters long. The slipway was renewed in 1949.
5. Old shipbuilding shop, total length about 265 meters, height 10 to 12 meters. It contains machines and cranes for treating shipbuilding and armor material.
6. Assembly yard.
7. Workshop buildings, Soviet name, Tsekh 12. Shipbuilding shop, 130 x 30 meters.
8. Newly erected hall.
9. Cleared area.
10. Boiler house with power station.
11. Watchmen's billets.
12. Material and armor plates dump.
13. Southern side gate of shipyard, at southeast end of Kozhevennaya Street.
14. Eastern gate at south end of Liniyas 26 and 27.
15. Northern gate near Kosyaya Liniya.
16. Foundry for cast iron and bronze. Its southern part, damaged by enemy action, was extended to the east by an annexed wing.
17. Steel foundry.
18. Metal foundry.
19. See Annex IV.
20. Mechanical workshop with large turnery and assembly section. Here or nearby an electric power station or the main distributing station is to be.

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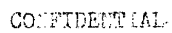
Legend to Attachment 2, continued:

21. Boilermaker's shop.
22. Joinery and pattern-making shop.
23. Turnery.
24. Copper forge and pipe fitter's shop.
25. Ordnance shop.
26. Model store.
27. Zincing and galvanizing shop.
29. Design offices.
30. Air raid bunker.
31. Painter's shop.
32. Administration offices and construction offices for shipbuilding.
33. Management offices.
34. Shipyard's kitchen.
35. Storage buildings.
36. Storage buildings.
37. Repair shop for the shipyard's machines and equipment.
38. Compressed-air station.
39. First-aid station.
40. Small tracing section.
41. Acetylene plant.
42. Outfitting quay with a traveling hammerhead crane.
43. Lumber yard.
44. Saw-mill and concrete-mixing shop.
45. Landing wharf for railroad ferry coming from Custom Pier.
46. Unfinished 250-ton floating crane, Demag make.
47. Private houses not belonging to shipyard.
48. Kosaya Liniya with street car line extending as far as the southwest corner of the shipyard-owned storage yard. (53)
49. Koshevannaya Liniya.
50. Liniya 26 and Liniya 27.
51. Lieutenant Shmidt's embankment.
52. New shipyard wall with watch towers erected from 1943 to 1949.
53. Shipyard's storage yard.
54. Oil tanks.

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Attachment 3
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Legend to Attachment 3:

- Sketch 1 West Slip looking east.
- a. The hollow spaces below the aboveground section of the slip accommodate mechanical equipment for welding operations on the slip, store rooms for tools, slip gear and sanitary installations.
 - b. Catches made from reinforced concrete serving as abutments for the hydraulic presses initiating the launching motion.
 - c. Sheet piling for sealing the part of the slip which lies below the waterlevel.
- Sketch 2 Cross section through the West and East Slips, approximately at x - x looking north. The launching ways consist of firmly fixed supports made from soft wood with oak planks, 5 cm thick, placed on them.
- d. Crane and railroad tracks.
- Sketch 3 The 6-meter gauge track is intended for the hammerhead cranes which will be installed at a later date and will service the two slips. In 1949, the 2.5-meter track was used by an assembly crane, type Washington, fitted with a 10-meter jib. A broad-gauge track is fitted for the supply of parts inside this 2.5-meter gauge.

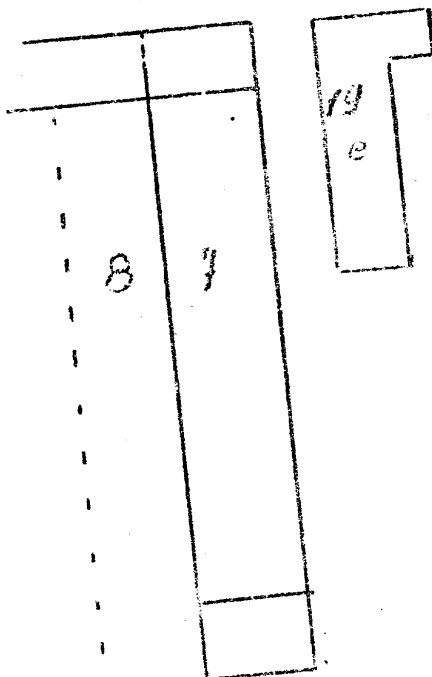
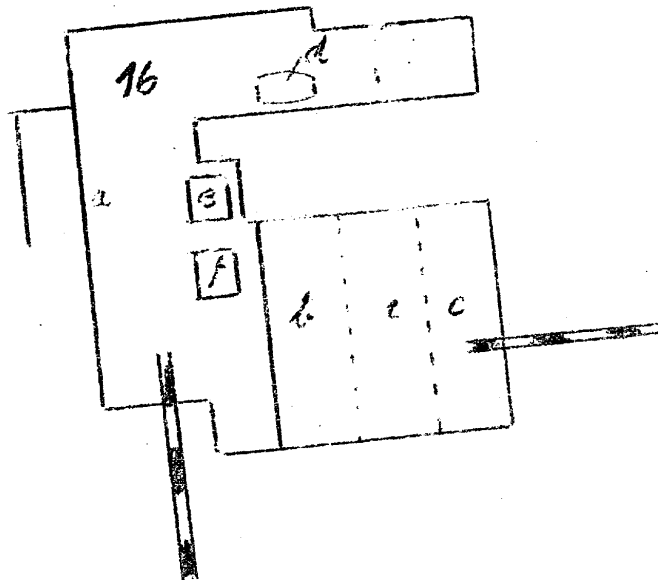
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Section of the Ordzhonikidze Shipyard
(reference numbers correspond with those on Annex 2)



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Legend to Attachment 4:

- 16 Foundry containing smelting furnaces. Makes screw propellers.
- a Molding shop.
 - b Renewed part with travelling cranes.
 - c Expansion.
 - d Barrel-shaped, crude-oil-fired, bronze-smelting furnaces
 - e Foundation of a furnace which was under construction in December 1949.
 - f Furnace of same type under construction.
- 19 a Hall containing molding materials.
- b Forge with several steam hammers.
 - c Kitchen.
 - d Unidentified.
 - e Forge.

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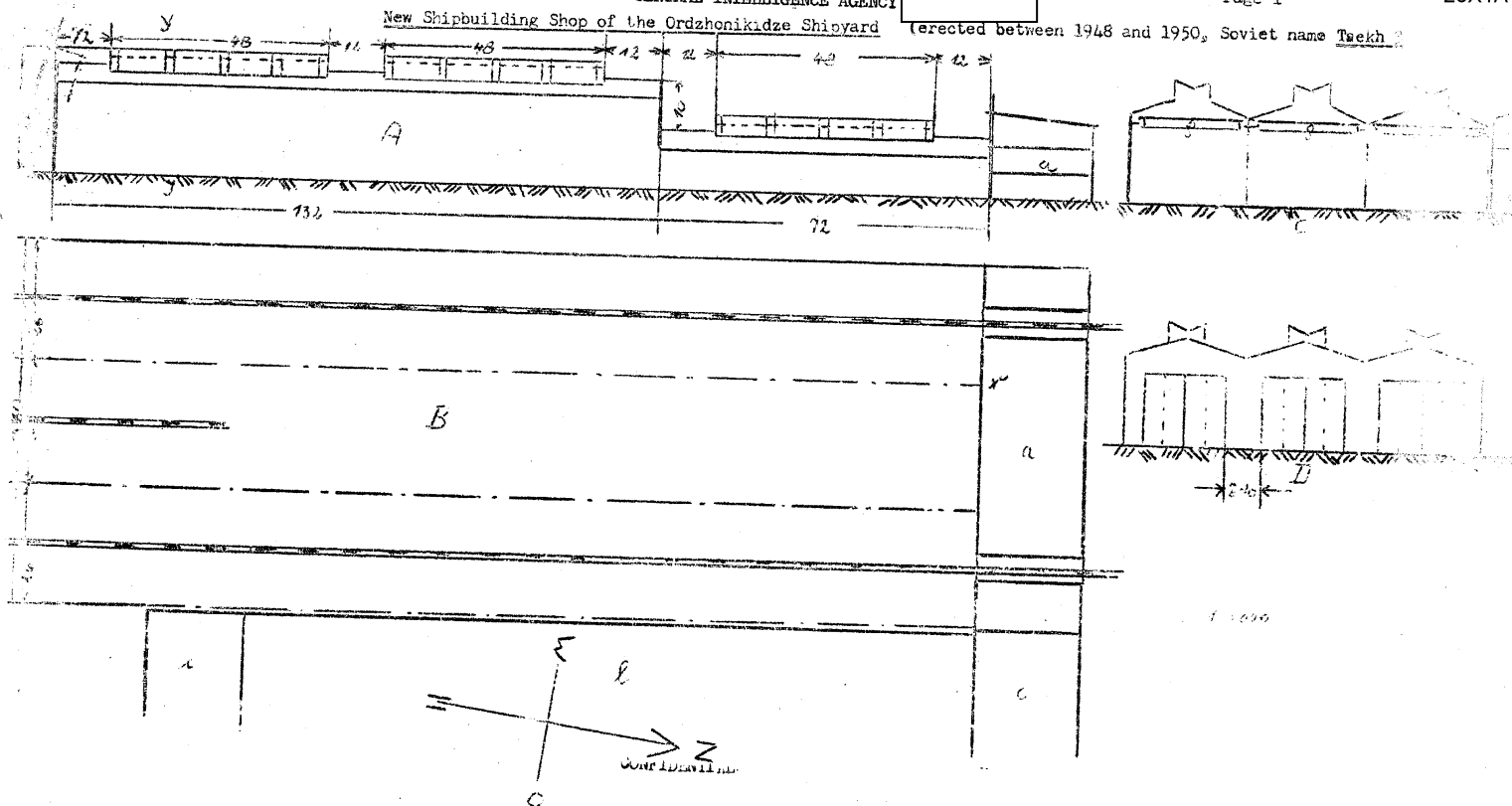
Attachment 5

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New Shipbuilding Shop of the Ordzhonikidze Shipyard

(erected between 1948 and 1950, Soviet name Tsekh)



Legend to Attachment 5:

Most parts of the western wall of the old building are scheduled to be removed to unite both workshops. The old building, called Tsekh 12 by the Russians, housed the [] upstairs in the rigging loft until December 1949.

- A Longitudinal section x - x.
 - a Four-story building annexed to the north end.
- B Horizontal section.
 - a Office building, see A a.
 - b Building with rigging loft.
 - c Office rooms annexed to B b.
 - d Rigging loft, used as PW camp until 1949.
- C View of ship building shop looking north.

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